

Maryland Historical Trust

State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. WA-II-1134

Magi No.

DOE ☒ yes ☐ no

1. Name (indicate preferred name)

historic

and/or common Stone arch culvert

2. Location

street & number South Main Street south of Mousetown Road ☐ not for publication

city, town Boonsboro ☐ vicinity of congressional district

state Maryland ☐ county Washington

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. WA-II-1134

Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☐ unaltered

☒ altered

Check one

☒ original site

☐ moved

date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

DESCRIPTION:

The culvert is a stone round arch structure of undressed local stone. The arch is 24 feet long, 11.8 feet across at the base and approximately 6 feet high at its apex. The rubblestone arch employs regularly-shaped voussoirs. The keystone is dimensionally similar to the voussoirs. The arch was probably built during the first half of the nineteenth century. The culvert was improved in the mid-twentieth-century with a concrete slab, concrete wing walls, and concrete parapets. This structure was previously surveyed by the SHA in 1995 (SHA 1995).

One hundred yards north of the culvert is Mile Marker 60 (WA-II-726), a local stone marker previously listed in the National Register.

8. Significance

Survey No. WA-II-1134

Period	Areas of Significance--Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☒ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

HISTORIC CONTEXT: see also Alternate US 40 (WA-II-1133).

Alternate US 40, which forms the backbone of Boonsboro's downtown commercial and residential district, was part of the earliest road network in Maryland. By the late eighteenth century, the road extended from Baltimore to Maryland's western counties. On the west side of South Mountain, this early road intersected with roads heading south to Sharpsburg (MD 34); northwest to Elizabeth Town (Hagerstown, MD 66). The road reached Cumberland via Hagerstown (Alt. Rt. 40) and Williamsport (MD 68). Maryland's early road network was soon improved under the aegis of Jonathan Ellicott, whose Baltimore-Frederick Town Turnpike (authorized in 1804-1805) extended to Boonsboro by 1811. During the 1810s, the route through Maryland's Appalachian region was secured through Maryland legislation, which compelled banks to subscribe to the road projects as a condition of charter renewal. With bank funding, an improved turnpike system extended from Baltimore through Boonsboro and on to Cumberland, the head of the National Road, a Federally-funded road to the newly-opened midwest. Boonsboro's viability was linked to the success of the road.

CONTINUED

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒

Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: Contributes to Alt 40 N.D.


Reviewer, Office of Preservation Services

12/3/99
Date

Reviewer, NR program

Date

9. Major Bibliographical Reference

Survey No. WA-II-1134

SHA Division of Bridge Inspection and Remedial Engineering
1995 Inspection Report of Culvert Alt. 40 Over Unnamed Tributary of Antietam Creek.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Keedysville, MD

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

The boundary encompasses the stone arch bridge on Alt. 40/South Main Street, south of Mousetown Road.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Rachel Mancini, Assistant Architectural Historian

organization John Milner Associates, Inc.

date June 24, 1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703-354-9737

city or town Alexandria

state VA, 22312

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032
(301-514-7600)

CONTINUATION SHEET

SURVEY NUMBER: WA-II-1134

SECTION: 8/1

SIGNIFICANCE CONTINUED:

Available records indicate that the road bed follows its original alignment through Boonsboro, though the surface of the road has been significantly built-up since the introduction of concrete and asphalt paving in the twentieth century.

Alternate US 40 should be studied as a linear historic district. Additional segment of the road should be surveyed along the Route from Baltimore to Cumberland. Mile markers 60 and 61 are already listed in the National Register of Historic Places, and contribute to the road district. The associated resources, such as the culvert, should be considered as contextual components to this linear resource and should be considered as contributing resources to the road as a historic district.

The period of significance for the road from Boonsboro to Cumberland can be defined as ca. 1787, the date the Baltimore-Frederick Town Road was authorized, to 1956, when Interstate 70 replaced the road as the primary transportation corridor in western Maryland. Bridges, culverts, inns, taverns, gas stations, motels, historic signage and other transportation related resources would be the types of resources potentially contributing to the road as a National Register-eligible district. The National Register of Historic Places recognizes transportation corridors of historical significance. Alternate US 40 appears to meet the eligibility requirements for listing in the National Register of Historic Places under criteria A, C, and D. Further study and documentation would be required to support a discontinuous linear district in Maryland. Individually, the culvert is significant under criterion C.

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☒ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

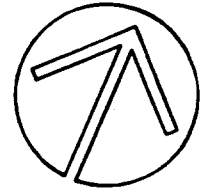
- ☒ Rural Agrarian Intensification A.D. 1680-1815
☒ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

IV. Resource Type:

Category: Structure
Historic Environment: Village
Historic Function(s) and Use(s): TRANSPORTATION/road-related;
Known Design Source: none



P. 810
WA-
BOONSBORO
E.D. 6

~~UN-NAMED TRIBUTARY~~



WA-11-1134

Stone arch culvert

Boonsboro, Washington Co., MD

Kerri Culhane

6/1999

neg: MD SHPO

looking SW at concrete
platform



WA-11-1134

Stone arch culvert

Boonsboro, Washington Co., MD

Kerri Culhane

6/1999

neg. MD SHPO

looking SW at stone arch
and concrete platform +
abutments



WA-11-1134

Stone arch culvert

Boonsborg, Washington Co., MD

Kerri Culhane

6/1999

neg: MD SHPO

looking SW at stone arch



WA-11-1134

Stone arch culvert

Boonsboro, Washington Co., MD

Terri Culhane

6/1999

neg. MD SHPO

looking west, closeup of arch